



National Transportation Safety Board

Aviation Accident Data Summary

Location:	BISMARCK, ND	Accident Number:	DEN84LA304
Date & Time:	09/30/1984, 1329 CDT	Registration:	N6703W
Aircraft:	BEECH C24R	Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Business		

Analysis

PLT CALCULATED THE FLT TO BE 4 HOURS 33 MINUTES LONG AND THERE WERE 5.2 HRS OF FUEL ON BOARD. PLT STATED, EN ROUTE HE WAS REQUESTED TO CLIMB FROM 6,000 FT TO 8,000 FT THEN TO 9,000 WHICH WAS PERFORMED AT 'FULL POWER, FUEL FULL BURN.' STRONGER HEADWINDS WERE ENCOUNTERED AT THE HIGHER ALT. A FORCED LANDING WAS PERFORMED 2.5 MILES SOUTH OF THE ARPT. LEANING TECHNIQUE, IF ANY, USED EN ROUTE IS NOT KNOWN. PLT STATED, 'THE PRINCIPAL REASON FOR THE FORCED LANDING DUE TO FUEL EXHAUSTION WAS THE PLT'S MISCALCULATION OF FUEL CONSUMPTION.'

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: CRUISE

Findings

1. (C) IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
2. (F) WEATHER CONDITION - UNFAVORABLE WIND
3. (C) FUEL CONSUMPTION CALCULATIONS - MISJUDGED - PILOT IN COMMAND
4. FLUID,FUEL - EXHAUSTION

Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: GEAR COLLAPSED
Phase of Operation: LANDING

Findings

5. LANDING GEAR - OVERLOAD

Pilot Information

Certificate:	Private	Age:	29
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	200 hours (Total, all aircraft), 61 hours (Total, this make and model), 172 hours (Pilot In Command, all aircraft), 83 hours (Last 90 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N6703W
Model/Series:	C24R C24R	Engines:	1 Reciprocating
Operator:		Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:	None	Engine Model/Series:	IO-360-A1B6
Flight Conducted Under:	Part 91: General Aviation - Business		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	BIS, 1677 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	6 knots / , 60°
Temperature:	12° C	Visibility	12 Miles
Precipitation and Obscuration:			
Departure Point:	KANSAS CITY, KS (KCK)	Destination:	

Airport Information

Airport:	BISMARCK (BIS)	Runway Surface Type:	
Runway Used:	0	Runway Surface Condition:	
Runway Length/Width:			

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC):	FRED R WINNINGHAM	Adopted Date:
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .	

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report.